

File with  
Casualty Rep

"LA CRESCENTA"

QUESTIONS.



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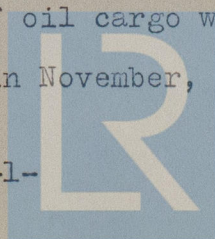
Lloyd's Register  
Foundation

W604-0112 1/7



QUESTIONS.

1. Who were (a) the Owners (b) the Registered Managers of the s.s. "LA CRESCENTA"?
2. When and by whom was the s.s. "LA CRESCENTA" built?
3. What was the cost of the s.s. "LA CRESCENTA" to her Owners? What was her value when she last left Port San Luis, California? What insurances were effected upon and in connection with the vessel?
4. What surveys of the s.s. "LA CRESCENTA" had been made by Lloyd's Register of Shipping between September, 1930, and the date when she left Port San Luis on her last voyage?
5. What classification did Lloyd's Register of Shipping assign to the vessel as a result of the above-mentioned surveys?
6. Were the Owners of the vessel offered a reduced freeboard for her under the provisions of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932? If so, on what conditions? Did the Owners accept this offer? If not, why not?
7. When did the "LA CRESCENTA" cease to trade from Great Britain?
8. During the time when she was trading between countries which did not include Great Britain, who controlled and was responsible for the weight of cargo, bunker oil, and fresh water shipped in the vessel?
9. What descriptions of oil cargo were loaded into the vessel at Port San Luis in November, 1934?





What amount of each description of oil was loaded?

What was the specific gravity of each description of oil and at what temperature?

What was the flash point of each description of oil?

In what tank or tanks of the vessel was each description of oil loaded?

In what order were the various descriptions of oil cargo loaded?

10. How much bunker fuel oil was there on board the vessel when she began to bunker at Port San Luis in November, 1934? What was its description?

11. What amount of bunker fuel oil did the vessel take on board at Port San Luis in November, 1934? Where was this oil stowed?

What were (a) its description; (b) its gravity and its viscosity, and at what temperature; (c) its flash point?

12. What total amount of fuel oil was on board when the ship sailed and where was it stowed?

13. What amount of fresh water was there in the vessel when she began to take fresh water on board at Port San Luis in November, 1934? How much fresh water did she take on board there? How much fresh water was on board when she sailed and where was it stowed?

14. How many boilers were filled to working height when the vessel sailed and which, if any, boilers were empty?

15. What weight of stores including galley coal, crew and effects were on board at the time of sailing?



16. What was the full deadweight on board the vessel, including cargo, bunker oil, crew, water, stores, and galley coal when she left Port San Luis in November, 1934?
17. What were (a) the vessel's draughts fore and aft and (b) her freeboard when she left Port San Luis in November, 1934?
18. Was the vessel overloaded when she left Port San Luis in November, 1934?
19. When the vessel left Port San Luis on her last voyage (a) were the hatchways covered and adequately protected and secured; (b) were the hatch covers of adequate thickness and in good condition; (c) were the tarpaulins, cleats, battens and wedges in good condition and sufficient for their purposes? Were arrangements provided for lashing the tarpaulins and wood covers of cargo and bunker hatchways, and if so were lashings used?
20. With what steering gear was the vessel fitted? Was it in good and proper condition when she sailed from Port San Luis on her last voyage? Was it in its then condition adequate for the voyage which she was undertaking?
21. Was any, and if so what, auxiliary steering gear fitted? Was such gear in good and proper condition and adequate?
22. Was the wireless telegraphy installation of the vessel adequate and in good condition?
23. What was the maximum normal range in the Pacific Ocean of (a) the main transmitter; (b) the auxiliary transmitter?
24. What were the systems of communication and where did they run between (a) the steering wheel on the navigating bridge and the steering engine aft; (b) the telegraph on



the navigating bridge and the telegraph in the engine room;  
(c) the main wireless transmitter and the dynamo in the engine room?

25. Were each of the above three systems of communication in good order and efficient when the vessel left Port San Luis on her last voyage?
26. Were the systems adopted for establishing these means of communication adequate, efficient and proper?
27. When the vessel left San Luis on her last voyage was the hull in a seaworthy condition and was she properly equipped and provided with all necessary fittings to ensure safety?
28. Did the arrangements in the ship provide sufficient safeguards against the risk of explosion from the cargo tanks and in the pump room when a cargo of crude oil of a flash point below 150° Fahrenheit was carried?
29. When the vessel left San Luis on her last voyage was she properly loaded? Had she adequate stability?
30. Was the propelling machinery in a seaworthy condition and properly equipped with all necessary fittings to ensure safety?
- Were (a) the main engines; (b) the boilers; (c) the pumps for supplying feed water to the boilers; and (d) the arrangements for supplying the fuel oil to the boiler furnaces, in good condition?
31. When the vessel left Port San Luis on her last voyage (a) how many efficient deck hands were on board; (b) was she sufficiently manned for the voyage in question?



32. On what date did the vessel sail from Port San Luis on her last voyage and to what port was she bound?
33. What were the weather conditions in the vicinity of the vessel on the 5th and 6th December, 1934?
34. Did the vessel send out any, and if so what, wireless message or messages on the 5th and/or 6th December, 1934? Did she send out any wireless messages after that date?
35. How many members of the crew of the vessel lost their lives as the result of the casualty to her?
36. What was the cause of the loss of the vessel?
37. Was the loss of the s.s. "LA CRESCENTA" caused or contributed to by the wrongful act or default of her owners, the Crescent Navigation Company Limited and her Registered Managers, Mr. T.H.C. Levick and Mr. Sydney Graham, or any, and if so which of them?



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